report

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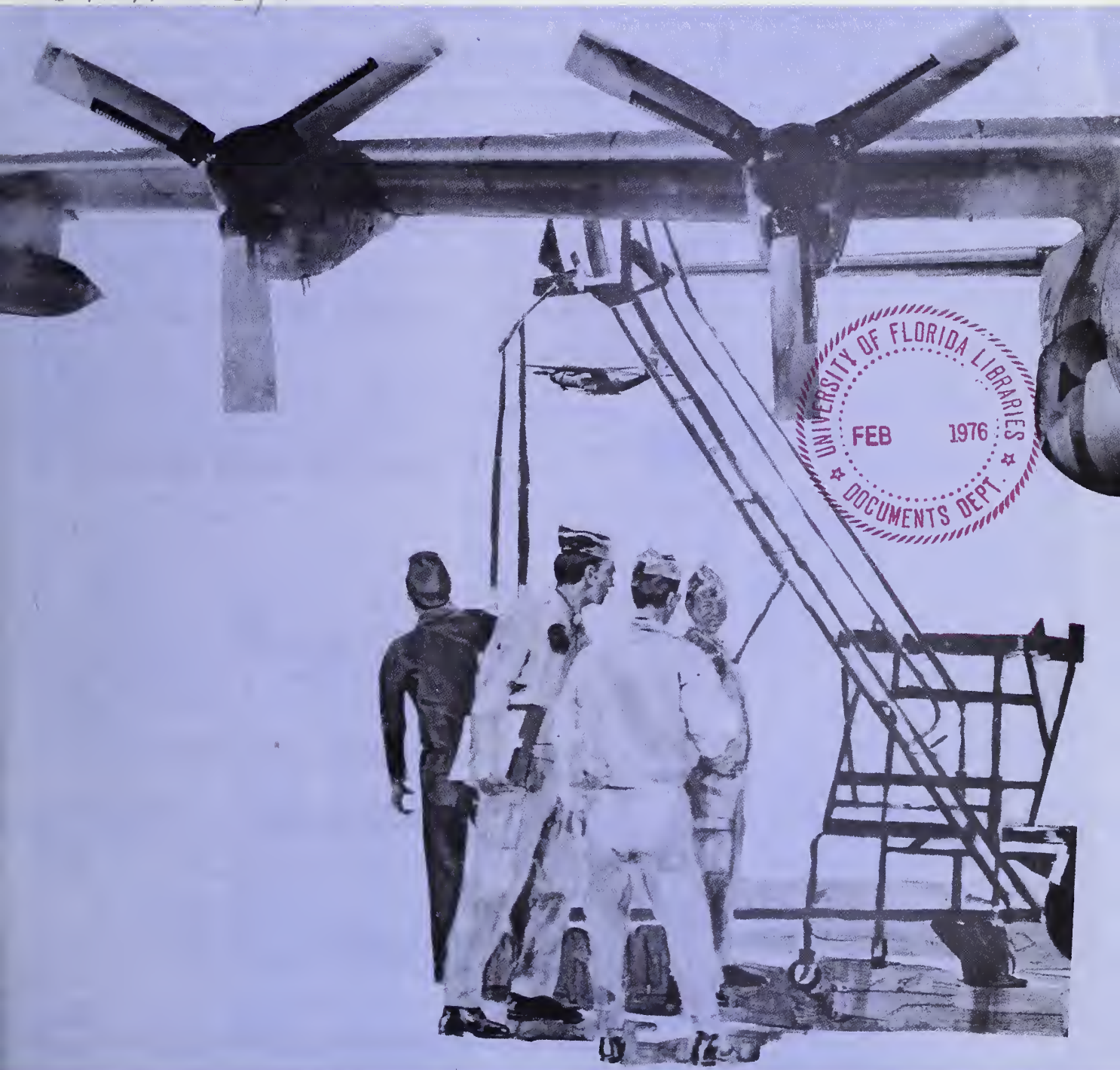

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FRONT COVER-- "Preflight" by Dale Gallon from the Air Force Art Series shows a flight engineer and others members of his crew performing a preflight inspection of their aircraft.

Vol 18 Jan 1975 No 4

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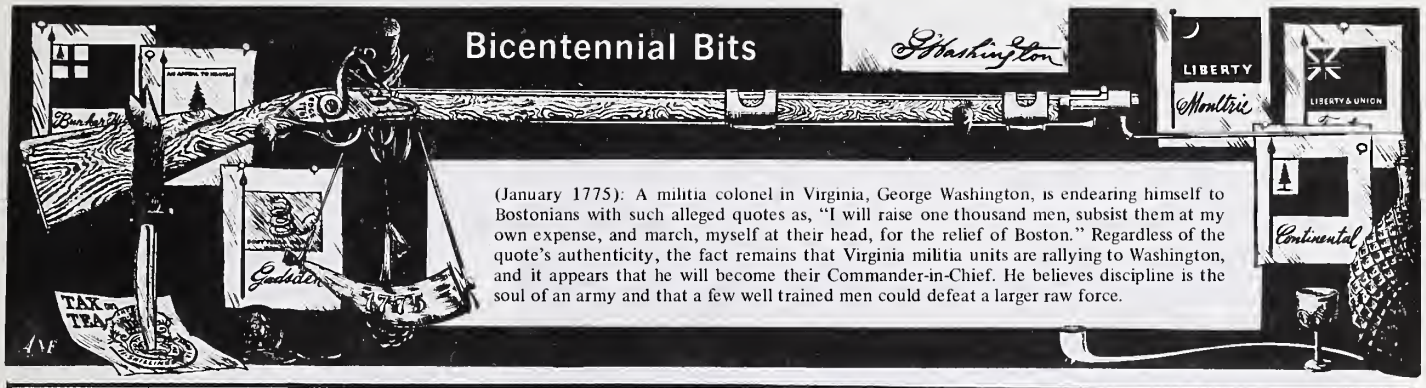

Bicentennial Bits
Washington
LIBERTY
Monitrie
LIBERTY & UNION
Continental
Bunker Hill
TAX on TEA
1775
(January 1775): A militia colonel in Virginia, George Washington, is endearing himself to Bostonians with such alleged quotes as, "I will raise one thousand men, subsist them at my own expense, and march, myself at their head, for the relief of Boston." Regardless of the quote's authenticity, the fact remains that Virginia militia units are rallying to Washington, and it appears that he will become their Commander-in-Chief. He believes discipline is the soul of an army and that a few well trained men could defeat a larger raw force.

ooopppss!!!

COMMISSIONING PROGRAMS FOR WOMEN: The September "Basic Facts" omitted the fact that women may be accepted into all Army ROTC Jr/Sr units and receive commissions. They are also eligible for ROTC scholarships. For more information, write Army ROTC, Ft. Monroe, VA 23351.

" rangers lead the way, sir"

by j.a. schwartz

Anything that creeps, crawls, swims or flies is a potential meal. Poisonous snakes are more tasty than the non-poisonous variety, and any bird is edible-----if you can catch it.

Current philosophy seems to indicate a return to nature and less emphasis on material values. The Ranger Department at the United States Army Infantry School, Ft. Benning, Ga., has been teaching this basic philosophy since it was established in 1951.

The Ranger School teaches volunteers to accomplish their mission and stay alive by simulating combat conditions such as danger, hunger and fatigue. In the recent past, graduates of the school have been incorporated into infantry units throughout the world, but the Army is now forming three elite Ranger battalions. The 1st Battalion (Ranger), 75th Infantry has been assembled at Ft. Stewart, Ga., and is training as the first of the new all Ranger units. It is expected to be "combat ready" this month.

The 600-man battalion has adopted the motto, "Rangers lead the way, Sir." A closer look at Basic Ranger Training (BRT) will reveal the reason for their confidence.

BRT lasts eight weeks and is divided into three parts: the Ft. Benning phase, the Mountain phase and the Florida phase.

JUNGLE PHASE-patrols in tropical terrain, small boat handling and jungle survival are highlighted.

BASIC PHASE-conditioning and marksmanship are stressed

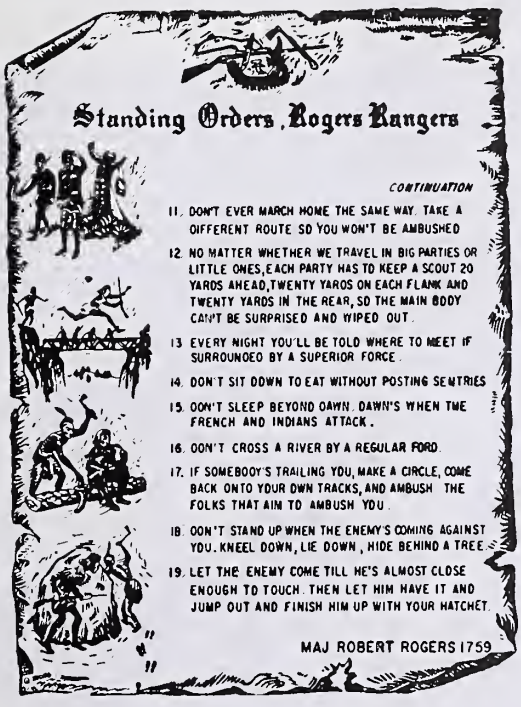
The Ft. Benning phase teaches explosives, use of a compass, hand-to-hand combat and weapons, distance determination and terrain association. This phase also indoctrinates the student in methods of survival, use of communications equipment, techniques to seek out the enemy and how to run a combat mission. Future Rangers also learn how to employ artillery and aircraft in support of their operations. Physical training, road marches, conditioning runs and confidence tests are stressed during the first phase (three weeks), which is designed to develop the basic Ranger characteristics of leadership, aggressiveness, determination, self-confidence, self-discipline and resourcefulness.

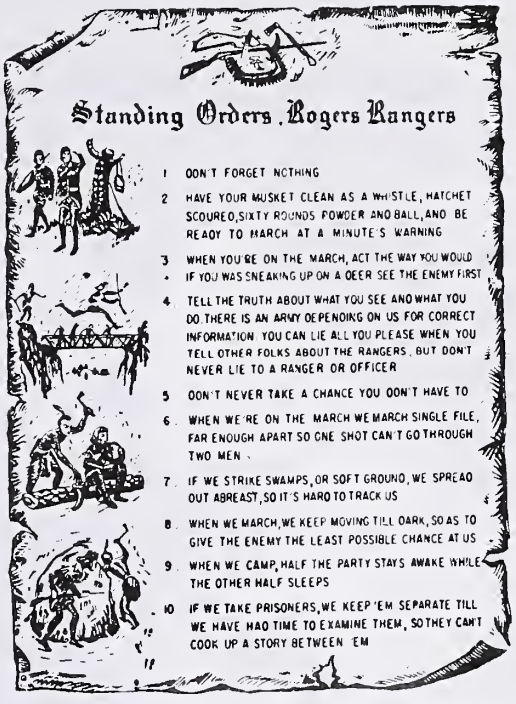
The basic course is followed by the two week Mountain phase which gives the student an opportunity to use what he has learned in a mountain warfare environment. He becomes aware of his capabilities and sees that he has limitations. This training takes place in the rugged mountains of northern Georgia and includes two simulated patrols behind "enemy" lines. It also results in the student's learning to rappel and mountain climb. Severe weather, rugged terrain, periods of hunger, mental and physical fatigue, and emotional stress push the individual to higher levels of ability and resourcefulness.

For the final phase, students are transported to Eglin Air Force Base, Fla., where they complete their last two weeks of training. The Florida phase familiarizes the student with a jungle environment. It includes aircraft rappelling (descending from a helicopter by rope), intelligence gathering and crossing jungle streams using in-

POISONOUS SNAKES are more tasty than non-poisonous variety.

ALL BIRDS ARE EDIBLE---if you can catch them. A Ranger instructor rigs bird trap at Ft. Benning.


Standing Orders, Rogers Rangers
CONTINUATION
11. DON'T EVER MARCH HOME THE SAME WAY. TAKE A DIFFERENT ROUTE SO YOU WON'T BE AMBUSHED
12. NO MATTER WHETHER WE TRAVEL IN BIG PARTIES OR LITTLE ONES, EACH PARTY HAS TO KEEP A SCOUT 20 YARDS AHEAD, TWENTY YARDS ON EACH FLANK AND TWENTY YARDS IN THE REAR, SO THE MAIN BODY CAN'T BE SURPRISED AND WIPED OUT.
13. EVERY NIGHT YOU'LL BE TOLD WHERE TO MEET IF SURROUNDED BY A SUPERIOR FORCE.
14. DON'T SIT DOWN TO EAT WITHOUT POSTING SENTRIES
15. DON'T SLEEP BEYOND DAWN. DAWN'S WHEN THE FRENCH AND INDIANS ATTACK.
16. DON'T CROSS A RIVER BY A REGULAR FORD.
17. IF SOMEBODY'S TRAILING YOU, MAKE A CIRCLE, COME BACK ONTO YOUR OWN TRACKS, AND AMBUSH THE FOLKS THAT AIM TO AMBUSH YOU.
18. DON'T STAND UP WHEN THE ENEMY'S COMING AGAINST YOU. KNEEL DOWN, LIE DOWN, HIDE BEHIND A TREE.
19. LET THE ENEMY COME TILL HE'S ALMOST CLOSE ENOUGH TO TOUCH. THEN LET HIM HAVE IT AND JUMP OUT AND FINISH HIM UP WITH YOUR HATCHET.
MAJ ROBERT ROGERS 1759


Standing Orders, Rogers Rangers
1. DON'T FORGET NOTHING
2. HAVE YOUR MUSKET CLEAN AS A WHISTLE, HATCHET SCOURED, SIXTY ROUNDS POWDER AND BALL, AND BE READY TO MARCH AT A MINUTE'S WARNING
3. WHEN YOU'RE ON THE MARCH, ACT THE WAY YOU WOULD IF YOU WAS SNEAKING UP ON A DEER SEE THE ENEMY FIRST
4. TELL THE TRUTH ABOUT WHAT YOU SEE AND WHAT YOU DO. THERE IS AN ARMY DEPENDING ON US FOR CORRECT INFORMATION. YOU CAN LIE ALL YOU PLEASE WHEN YOU TELL OTHER FOLKS ABOUT THE RANGERS, BUT DON'T NEVER LIE TO A RANGER OR OFFICER
5. DON'T NEVER TAKE A CHANCE YOU DON'T HAVE TO
6. WHEN WE'RE ON THE MARCH WE MARCH SINGLE FILE, FAR ENOUGH APART SO ONE SHOT CAN'T GO THROUGH TWO MEN
7. IF WE STRIKE SWAMPS, OR SOFT GROUND, WE SPREAD OUT ABREAST, SO IT'S HARD TO TRACK US
8. WHEN WE MARCH, WE KEEP MOVING TILL DARK, SO AS TO GIVE THE ENEMY THE LEAST POSSIBLE CHANCE AT US
9. WHEN WE CAMP, HALF THE PARTY STAYS AWAKE WHILE THE OTHER HALF SLEEPS
10. IF WE TAKE PRISONERS, WE KEEP 'EM SEPARATE TILL WE HAVE HAD TIME TO EXAMINE THEM, SO THEY CAN'T COOK UP A STORY BETWEEN 'EM

ovative means. They also learn small boat handling, night swamp movement plus Army and Air Force aircraft support. Twelve days are devoted to raids and ambushes against a mock enemy and solving problems created by civilians who reside and move freely in the exercise area.

Eight weeks of training pass quickly and the student finds himself with a Ranger tab on his left shoulder -- and orders assigning him to one of the new Ranger battalions.

Training doesn't stop when a graduate reaches his new unit. It continues according to a yearly schedule which allows the unit and its members to retain the skill and versatility developed in school. Simulated patrols and combat missions are practiced on a regular basis, allowing Ranger units to maintain their efficiency, giving them the confidence and the ability to live up to their motto, "Rangers lead the way, Sir."

MOUNTAIN PHASE-rappelling is mastered on a practice tower before it is used on a mountain patrol.

more than court reporting

by w.c. christensen,
journalist first class, usn

"Yes Sir. On the night of June 15th, I was walking to the movies when . . ."

Have you ever tried listening to someone speak while simultaneously repeating the remarks, exactly, to someone else without becoming lost or confused? For a sailor serving in the legalman (LN) rating, this skill is only part of his daily routine and used only when performing as a court reporter. Other duties may include making service record entries on Navymen with legal problems and typing paperwork connected with military courts of inquiry, investigations or post-trial matters.

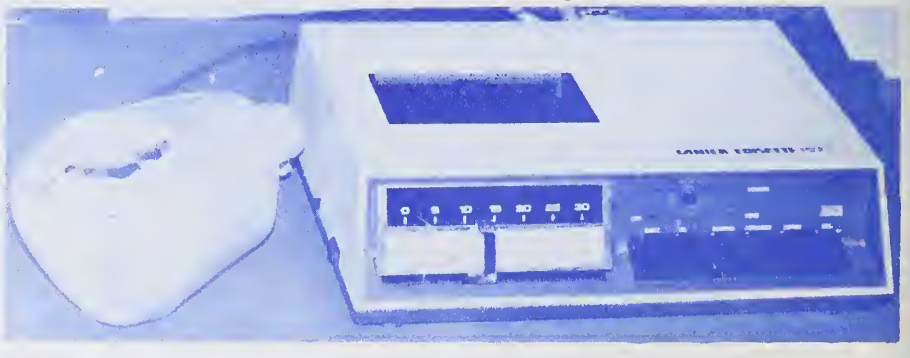
When working as a court reporter at courts-martial, a Legalman utilizes a closed-microphone to perform his repeating of conversations. The microphone is enclosed in a rubber mask which fits tightly against the face of the user, thereby keeping the voice from being audible in the surrounding area. In using this device, the Navy court reporter must repeat everything which is said during the trial (at a pace about 1/2 word behind the speaker), identifying each speaker in turn.

If that is not difficult enough, the reporter must be sure not to miss a single word or slur his speech, because the recording being made will later be transcribed into a typed, verbatim record of the trial. The typing may be done by the LN or by a secretary. It is not uncommon to spend three or four days transcribing a single court-martial and often, some four or five may be heard per day.

When the LN job skill was first begun, applicants were accepted from several Navy career fields. It was so new that no examination for promotion existed for people performing its skills. Today, however, a young sailor desiring to become an LN must first advance to the rank of Yeoman (the fourth promotion step in the administration field).

TRANSCRIBING a courts-martial using special earphones to listen to the recording made earlier in court.

TOOLS of the legalman's trade: closed-microphone and tape recorder.



Promotion to this grade usually takes about three years, at which time the sailor may request a transfer from administration to the legalman career field. He then competes for promotion within the new field.

Newly assigned and untrained legalmen normally will attend the U.S. Naval Justice School at Newport, Rhode Island, for seven weeks. The first two and a half weeks are spent learning about legal forms, entries made in service records on legal matters, general courtroom procedures and detailed workings of military fact finding boards.

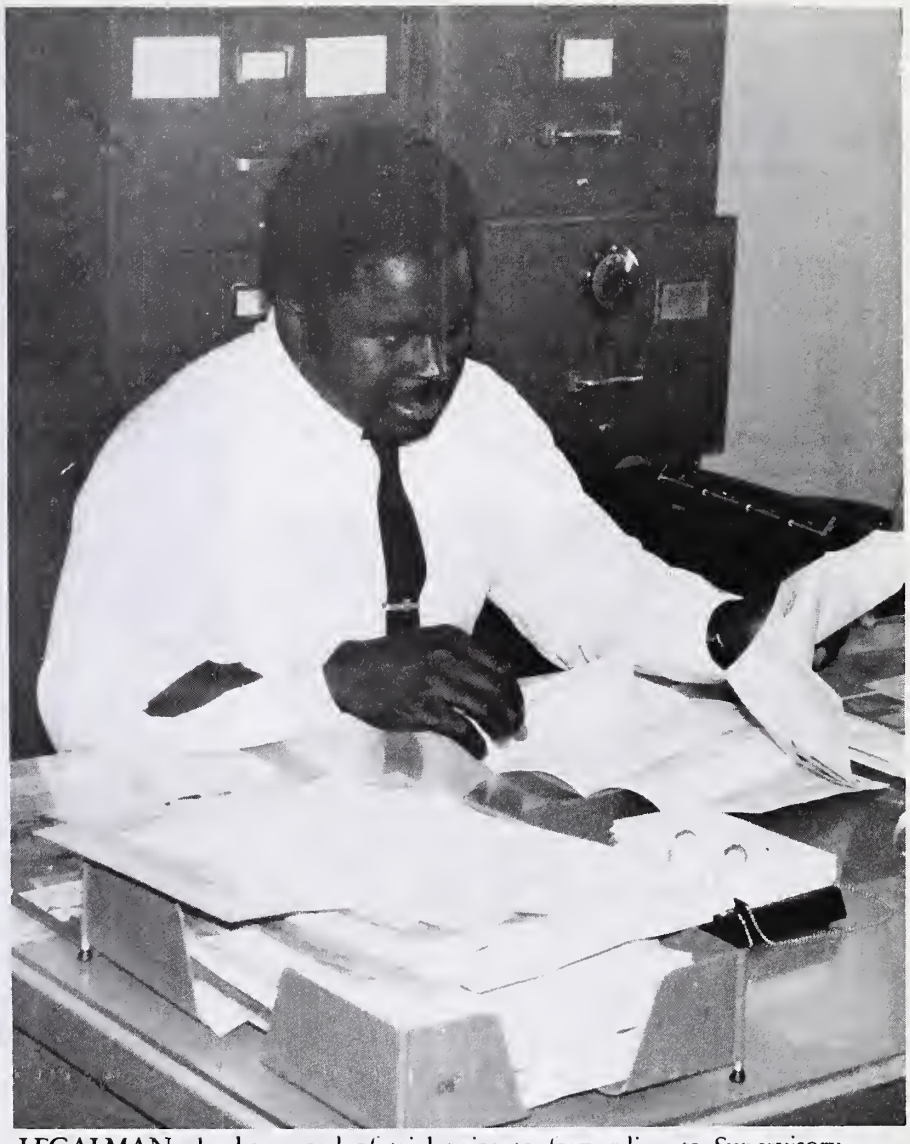
During the last four and a half weeks, the student LN learns to use the closed-microphone and gains practical experience in the courtroom environment. This segment of the Justice School includes 10 to 12 mock courts-martial in which the students perform all required tasks from preparing appointing orders to final transcribing of trial records. For most, this is the most enjoyable part of the school curriculum.

Occasionally, an LN can be found who has not attended the Justice School. Instead, he has learned the necessary procedures, forms and use of the closed-microphone during his off-duty hours. He then has demonstrated his court reporter's competence to the satisfaction of his commander.

At small commands or bases, or in the absence of a legal officer, the LN may be called upon to serve as a legal counselor. However, this occurs in extremely rare instances and requires an exceptionally well qualified legalman.

While not the most glamorous, the job of legalman in the Navy is very important and significant in the administering of military justice. It also provides great personal challenge and self gratification in its accomplishments.

"Does the defense counsel wish to cross-examine the witness at this time?"



LEGALMAN checks record of trial prior to forwarding to Supervisory Authority.

The great frigates and men-of-war were not the only ships in the Continental Navy. Library of Congress has a list of 1,700 "letters of marque" issued to privateers. These were privately owned vessels, usually fishing schooners, fitted as war ships. While they served national needs, they were also profitable for the owners who kept captured wealth and goods. It is estimated that some 2,000 private ships carried over 18,000 guns and 70,000 men in the privateer ranks.

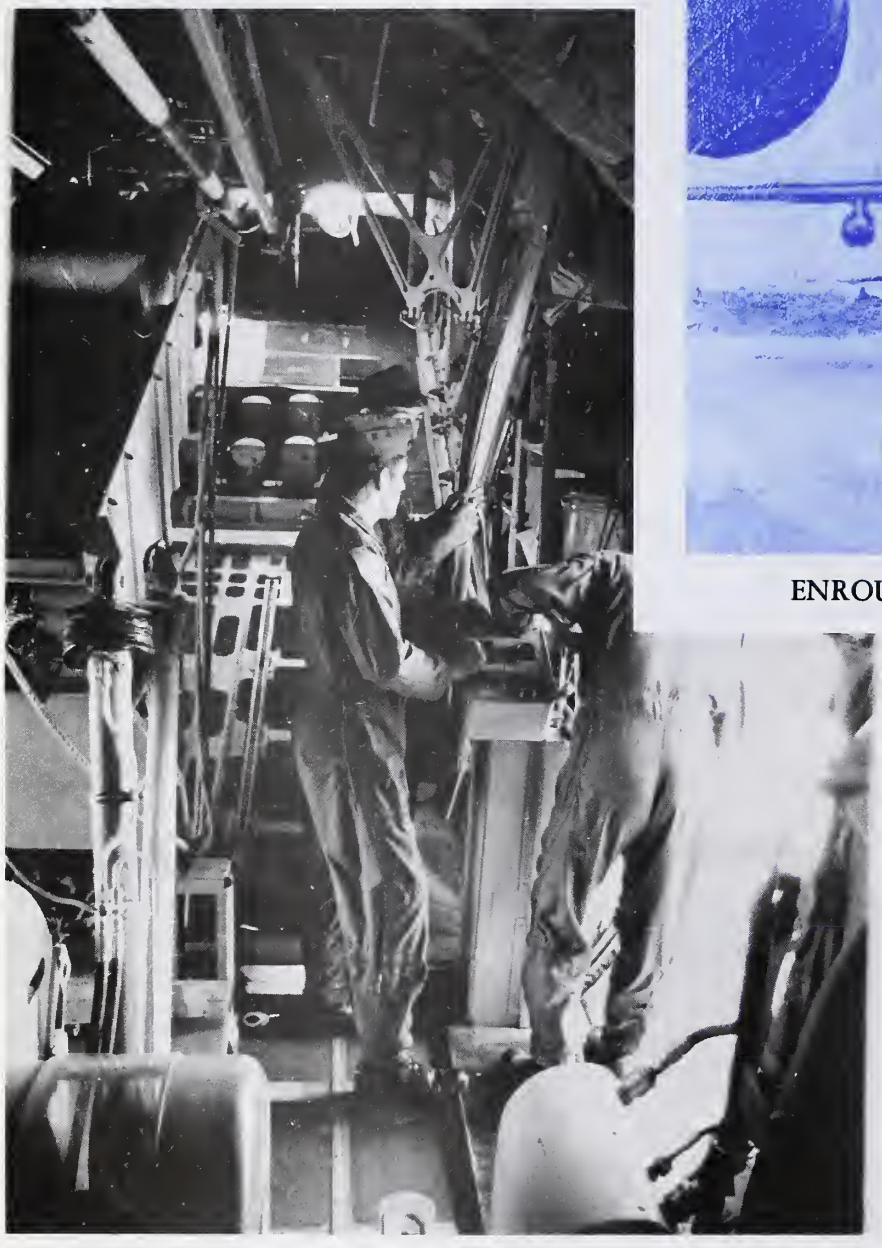
NAVY HISTORY

flight

by d.g. francis

ENROUTE to becoming a flight engineer, the ma

FLIGHT engineer discusses cargo balance with loadmaster.

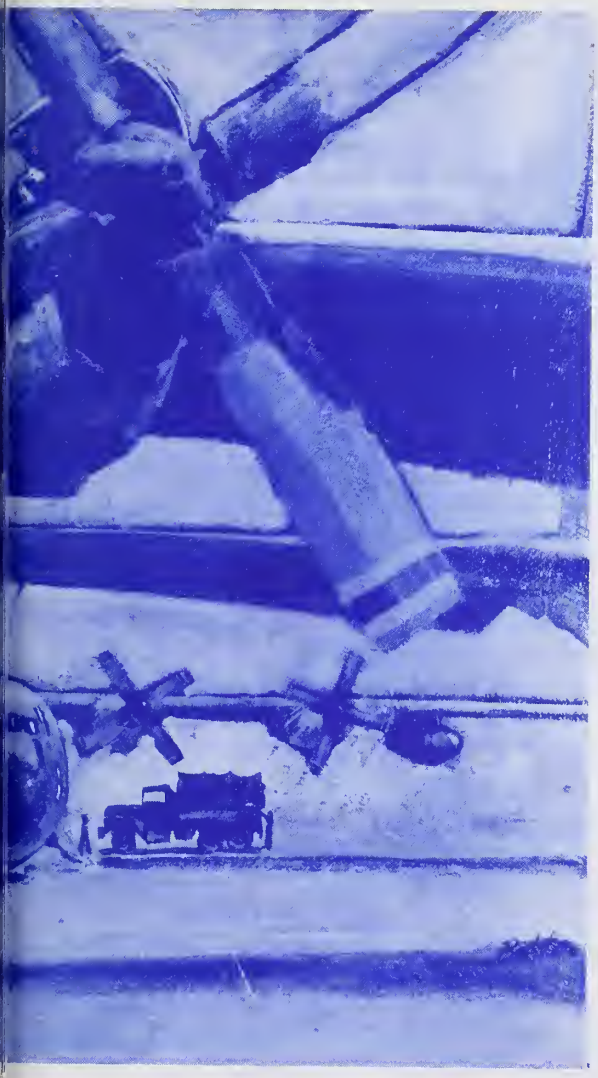


The young sergeant mo
usual as he prepared to hea
sprawling Air Force base.
polish on his boots the nig
was wearing a clean pair o
even had his fatigues tailo
across the hangar floor t
appearance exemplified the
Today was the climax of a h
U.S. Air Force flight enginee

To become a flight engir
not everyone makes it.

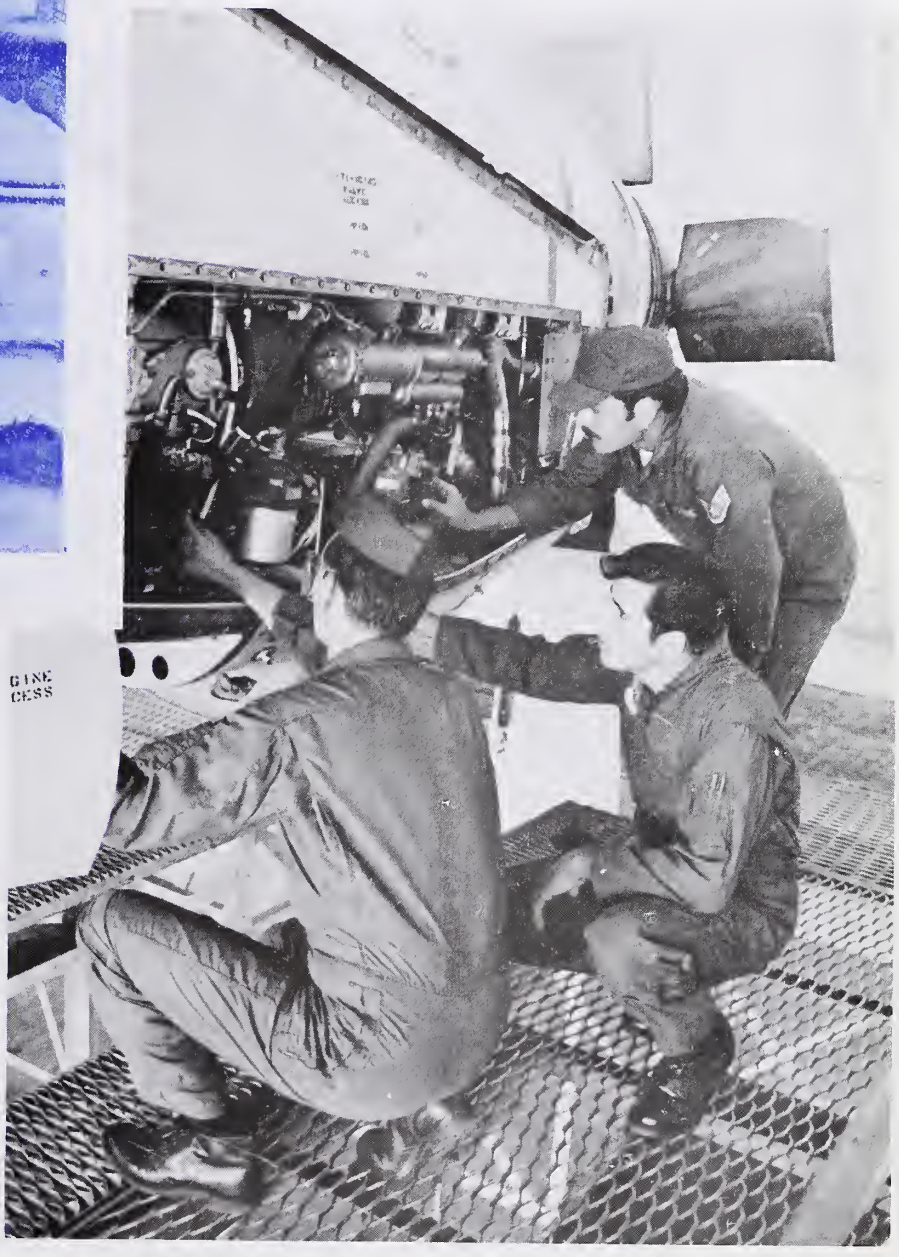
engineer

photos by t.d. stephens



anceman will gain varied experience.

ENGINEER (left) works closely with all maintenance specialists.



aster that morning than onto the flight line at the d put an extra coat of fore and this morning he ily starched fatigues. He nd as he walked briskly k up his tool box, his essional he had become. ught goal -- he was now a

no overnight task. And,

By the time young men or women complete basic training at Lackland Air Force Base, Texas, they will know much about the Air Force and the various jobs for which they are eligible. Some, like the young sergeant, may have preconceived ideas of what they entered the Air Force to do. And, while some have become knowledgeable about the more glorious jobs like flying as a flight engineer, they may have gathered misconceptions about how to get there.

A flight engineer is first and foremost an aircraft maintenance specialist. Concerning that second title, preconceived ideas are loaded with misconceptions. Ask anyone what an aircraft maintenance specialist is and they will probably tell you he's a person who works on airplane engines. That's true - partly. A person can specialize in engines, but aircraft maintenance involves being knowledgeable about all systems -- electronics, hydraulics, metal and frame work, the whole bit. Enroute to becoming an engineer, the mechanic may carry the job title connected with any one of those systems. But, by the time he gets there, he may have worked on them all.

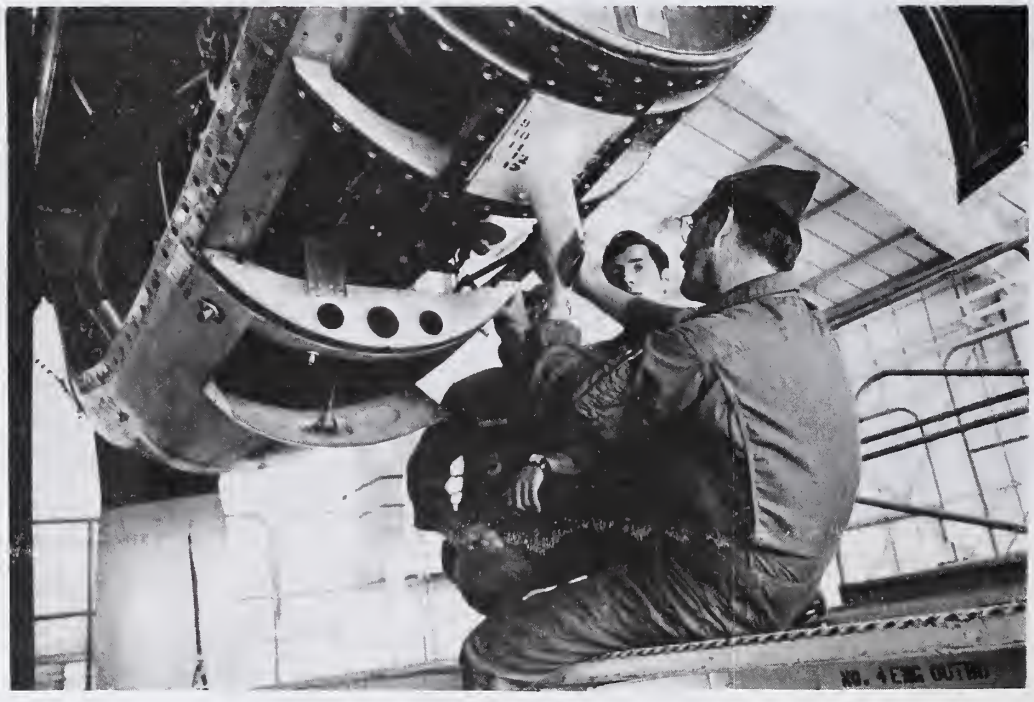
At the same time, the systems are as varied as the aircraft employed by the Air Force. They differ from base to base, from fighter, to bomber, interceptors and cargo carriers.

As an example, suppose that you want to become a flight engineer on a cargo carrier. First, you must consider the differences in the carriers themselves.

The turbine powerhouse in one form or another is almost as old as flight itself. In today's cargo carriers, the Air Force uses three different types of turbine: the turbojet, turbofan and turboprop. It was not until the 1930's that development of the turbine began with any degree of efficiency. Considerable progress has been realized and, to narrow the field a little more, people like today's C-130 turboprop flight engineers say the engine on their aircraft is the most efficient turbine ever developed.

On the road to becoming a turboprop engineer, the stop after basic training is at the aircraft maintenance technical training school, Shepherd AFB, Texas. From there the mechanic may be assigned anywhere in the world to work on practically any system on any one of the Air Force's aircraft. And that first assignment can be the key for the person with dreams of becoming a flight engineer. This step involves several months of on-the-job training, gaining the invaluable experience needed to be responsible to the rest of the crew, both on the ground and in the air, for the efficient operation of all systems and hence the safe completion of every mission.

During this time frame, the mechanic will not be limited



ENGINEER checks maintenance men's progress.

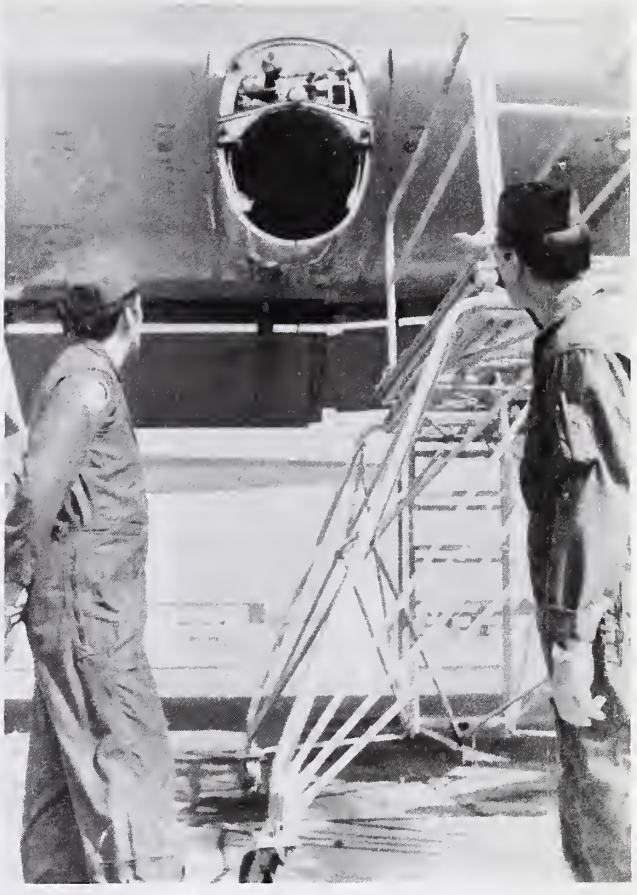
to on-the-job training though. There are field training detachments at almost every base where advanced training and refresher classes on specific aircraft systems are provided. These short local-base courses are invaluable to progression in the career field. So are the specialist courses that are provided at consolidated training centers. During this training stage, the more aggressive will have the opportunity to be assistant crew chiefs, and eventually, assistant flight engineers.

To become a C-130 flight engineer, the next move must then come from the individual's supervisor, and amounts to that all important nomination to attend flight engineer's school at Little Rock, Arkansas. But, to add complication, once an aircraft maintenance specialist has gone that far, he *still* may not become an engineer. Not everyone makes it, even with all the training and experience. The number of positions are limited throughout the Air Force and the road to the top is highly competitive.

Once becoming a turboprop flight engineer, the individual can look back and realize the time it took to get there was really not all that much -- and every minute was worth it. The additional pay for getting on flight status as a permanent member of the aircrew is only part of it. The responsibility one accepts may seem enormous but becomes insignificant in light of the admiration and respect received from the other crew members and those younger maintenancemen with the same career dreams.

Unlike the fighter aircraft flight engineer who remains on the ground, where the turboprop C-130 goes, so goes its flight engineer. Few people enlisting in the Air Force and learning a comparable trade which they can use in civilian life ever get that opportunity.

And, to make it all worthwhile, the flight engineer is one of the very few who can quote the famous words once reserved for only the pilot: "...I have slipped the bonds of earth and danced the skies on laughter-silvered wings; ...And, while with silent lifting mind I've trod the high untrespassed sanctity of space, put out my hand and touched the face of God."



THE engineer inspects every inch of his aircraft.

THE flight engineer goes
round the world with his aircraft.

surveillance—control—clean up

guarding our coastal environment

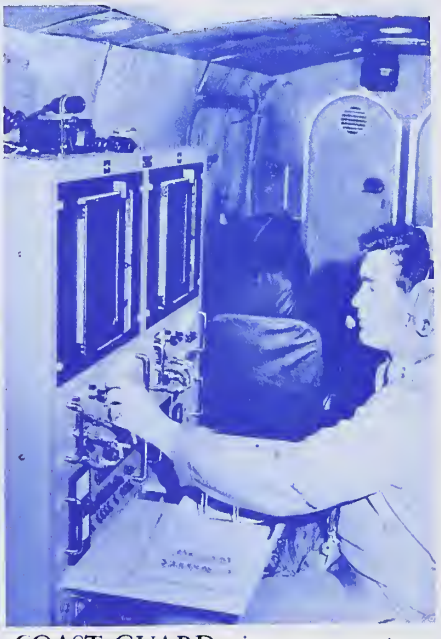
by d.m. ryan

Environmental protection - it's a term heard constantly these days. Yet, to the U.S. Coast Guard, the words represent a mission requiring the professional expertise of dedicated, trained people.

Although having worked in pollution control since the late 1800's, the USCG became more directly involved due to the 1972 Federal Water Pollution Control Act. Besides enforcing government laws in this area, the Coast Guard would now be responsible for prevention, detection, cleaning up or causing others to clean up the oil spills.

As part of its Marine Environmental Protection Program, the Coast Guard has two major operations - surveillance and control/clean up. Both take place, generally, in and around U.S. coastal waters.

The Aerial Pollution Surveillance Program has the mission of detecting oil spills. Key to this operation is the HU16E amphibious aircraft with its special equipment, the airborne remote sensing system (ARSS).



COAST GUARD airman operates ARSS console in an HU16E aircraft during surveillance flight.

Using this device, even small spills can be detected at 5000 feet. Scanners under the plane's wings relay data to TV screens which are monitored by a trained operator. Once a spill is observed, photography equipment is activated to record the area. Photos and data are then sent to a near-by CG station and a cutter is dispatched to inform the polluter of his deed.

The ARSS has reduced somewhat the number of visual observation flights. Specially trained crews can now survey large sections of coastal waters in a short time, noting spills, recording them on film and relaying this data to the proper authorities. Presently, six ARSS equipped aircraft cover the east, west and Gulf coasts as well as the Great Lakes. They may soon have a new, more effective device to use in their operations.

The Airborne Oil Surveillance System (AOSS) is now being tested at San Francisco Air Station. It is more sophisticated than ARSS and does automatically some jobs now performed by the operator. An alarm is activated when an oil spill is detected

CLOSEUP view of sensing pod located under each wing of the HU16E plane. (left) AN HU16E amphibious aircraft conducts a search for oil spills along the West Coast.

and the plane is directed to make passes over the area. Also, AOSS can see through fog and clouds, operate in all weather, day and night, detect spills in difficult river and harbor areas and generally increase the effectiveness of surveillance flights.

While the surveillance program is important, Coast Guard people are also involved in controlling and containing oil spills. Highly trained 20-man pollution-fighting units called National Strike Teams are dispatched when major oil spills occur or are possible due to shipping accidents. Members of these teams set up and coordinate emergency actions necessary to control and clean up a spill.

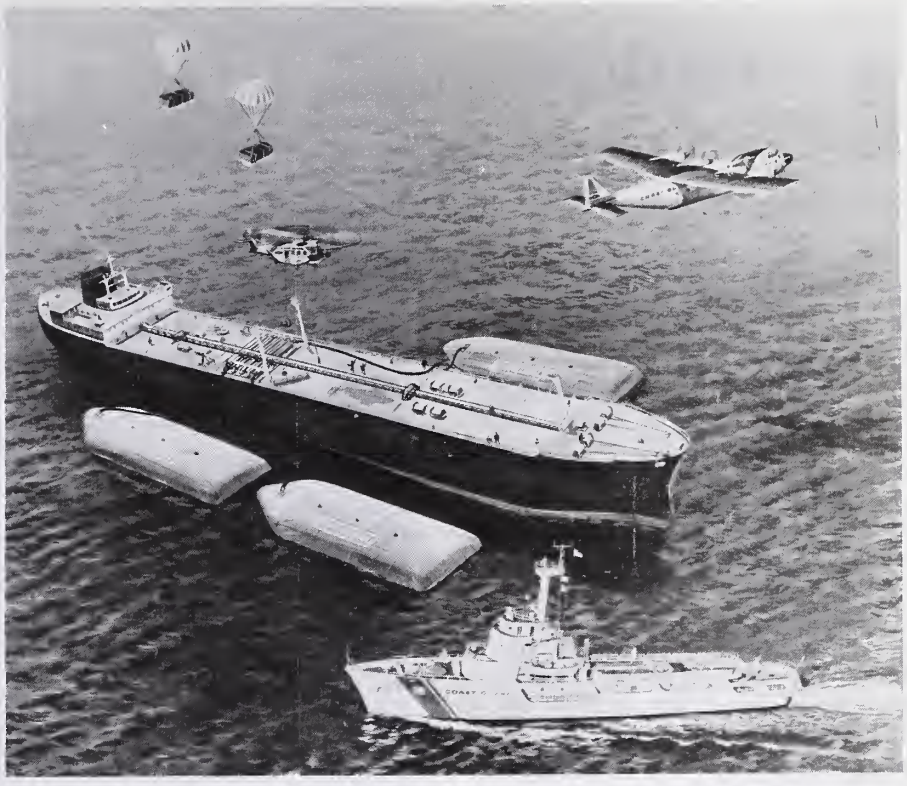
Coast Guard stations in Elizabeth City, North Carolina, Bay St. Louis, Missouri and San Francisco, California each have a team. They are prepared to move anywhere to perform their jobs. Four men from each team are constantly on two hour alert in order to react quickly to emergencies.

Equipment for use by these teams is located at CG bases throughout the U.S. This makes it possible for units to arrive on the scene of a spill and have necessary equipment immediately available or on standby. The equipment ranges from floating oil barriers to rubber bladders which are dropped by air and can hold 500 tons of oil pumped from a tanker. Aircraft and helicopter carrying cutters are always available to Strike Teams. They are used to rescue crewmen from a leaking tanker, pump oil from the tanker to bladders and tow the bladders to port. In this way, spills are avoided or reduced in size.

The Coast Guardsmen who comprise the Strike Teams are specially trained in naval salvage operations, damage control, scuba diving and survival methods. Each must be knowledgeable in the fields of load master, safety, marine ecology, remote sensing and surveillance and ocean engineering. Training goes on constantly.

Little is heard about the Coast Guard's people who are involved in the Marine Environmental Protection Program, but they daily guard the nation's oceans and waterways from pollution. Dealing with sinking vessels, oil and the sea, their work can be hazardous.

While such duty may not always be glamorous, it is vital to national welfare and safety. The experts who perform these tasks in the Coast Guard are proud professionals. Without their assistance, there would be few clean beaches and water to use and enjoy.



ARTIST'S concept of a Strike Team assisting a tanker which is leaking oil.

YOUNG boy examines a turtle that has been smothered by oil which has washed ashore on a Virginia beach.

The first commission issued by President George Washington to an officer afloat was to Captain Hopley Yeaton, master of a Coast Guard Revenue Cutter. With the Continental Navy mostly disbanded, the sole maritime defense was the cutter force. The commission document, dated 21 March 1791, was signed by Washington and Thomas Jefferson. USCG HISTORY

grenadier

by t.d. stephens

JUNGLE warfare in Vietnam proved good testing ground for M-79 grenade launcher.

There was a time when a Marine with a grenade was a prime target for every enemy soldier on the line. His life expectancy, when he had to raise up and show himself to be able to throw the grenade, wasn't long at all.

Today, though, things have changed for Marine grenadiers. Accuracy has improved and range has increased. It's all because of a small, shotgun-like weapon known as the M-79 grenade launcher.

The M-79 has a 14 inch aluminum alloy barrel which fires a 40mm 8 ounce shell for a maximum book-stated distance of 375 meters. For firing at a stationary target, 150 meters is considered maximum range. However, the accuracy and skill of the grenadier will vary this figure. An area target is vulnerable for 175-250 meters, again depending upon skill of the grenadier.

A fairly good grenadier should be able to get off 16 well-aimed shots per minute from the singleshot weapon, and has six different shells to chose from, depending upon the situation. The rounds vary from the "shotgun" shell filled with small steel balls for close-in, final defense use, to the armor piercing round capable of knocking out a tank. The normal round used in the M-79, and the one most like a hand grenade, is 8 ounces of perforated wire surrounding a high explosive charge. The shell has a point-detonation firing device that causes it to explode upon impact, sending out thousands of small pieces of shrapnel.

One of the safety features of the M-79 is that the round must travel about 14 meters from the muzzle before the firing device in the grenade is armed and will explode. This prevents the grenade going off near the grenadier if he happens to hit a branch of a tree or some other obstacle with his shot.

In use since about 1964, the M-79 proved its worth in Vietnam where there was much close-in, jungle-type fighting. It could reach out and place a grenade right in the enemy's lap when there was no other way to get out of a close situation.

It's small and not too impressive looking. But neither is a glass of poison.

In the right hands, those of a Marine grenadier, the M-79 has the power and punch to be a real life saver to Marines in combat.

USING the M-79 grenade launcher is safer than standing up to throw a hand grenade.

(Clip and paste over page 28 of September 1974 "Basic Facts" issue of REPORT)

GRADE	UNDER 2	2	3	4	6	8	10	12	14	16	18	20	22	26
COMMISSIONED OFFICERS														
0-10	—	—	—	—	—	—	—	—	—	—	—	—	—	3802.50
0-9	—	—	—	—	—	—	—	—	—	—	—	—	—	3355.20
0-8	—	—	—	—	—	—	—	—	—	—	—	—	3024.90	—
0-7	—	—	—	—	—	—	—	—	—	—	2630.40	—	—	—
0-6	—	—	—	—	—	—	—	1565.70	1618.80	1875.00	1971.00	2013.60	2130.90	—
0-5	—	—	—	—	—	—	1384.30	1458.00	1555.50	1672.20	1768.20	1821.30	1885.50	—
0-4	902.10	1097.70	1171.80	1171.80	1192.80	1245.90	1330.50	1405.80	1470.00	1533.90	1576.50	—	—	—
0-3	838.20	936.90	1001.40	1108.20	1161.00	1203.00	1267.50	1330.50	1363.20	—	—	—	—	—
0-2	730.50	798.30	958.80	990.90	1011.60	—	—	—	—	—	—	—	—	—
0-1	634.20	660.30	798.30	—	—	—	—	—	—	—	—	—	—	—
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE SERVICE AS ENLISTED MEMBERS														
0-3	0	0	0	1108.20	1161.00	1203.00	1267.50	1330.50	1384.20	—	—	—	—	—
0-2	0	0	0	990.90	1011.60	1043.70	1097.70	1140.30	1171.80	—	—	—	—	—
0-1	0	0	0	798.30	852.30	884.10	915.90	948.00	990.90	—	—	—	—	—
WARRANT OFFICERS														
W-4	853.80	915.90	915.90	936.90	979.80	1022.70	1065.30	1140.30	1192.80	1235.10	1267.50	1309.50	1353.00	1458.00
W-3	776.40	842.10	842.10	852.30	862.50	925.80	979.80	1011.60	1043.70	1074.90	1108.20	1150.80	1192.80	1235.10
W-2	679.80	735.00	735.00	756.60	798.30	842.10	873.60	905.40	936.90	969.60	1001.40	1033.20	1074.90	—
W-1	566.40	649.50	649.50	703.50	735.00	767.10	798.30	831.00	862.50	894.60	925.80	958.80	—	—
ENLISTED MEMBERS														
E-9	0	0	0	0	0	0	969.90	992.10	1014.60	1038.00	1060.80	1081.80	1138.80	1249.20
E-8	0	0	0	0	0	813.90	836.70	858.90	881.40	904.20	925.50	948.30	1003.80	1116.00
E-7	568.20	613.20	636.00	658.20	681.00	702.30	724.50	747.30	781.20	803.10	825.60	836.70	892.80	1003.80
E-6	490.80	535.20	557.40	580.50	602.70	624.90	647.40	681.00	702.30	724.50	735.90	—	—	—
E-5	430.80	469.20	491.70	513.00	546.60	568.80	591.60	613.20	624.90	—	—	—	—	—
E-4	414.30	437.40	462.90	499.20	518.70	—	—	—	—	—	—	—	—	—
E-3	398.40	420.30	437.10	454.20	—	—	—	—	—	—	—	—	—	—
E-2	383.40	—	—	—	—	—	—	—	—	—	—	—	—	—
E-1	344.10	—	—	—	—	—	—	—	—	—	—	—	—	—

BAQ

PAY GRADE	WITHOUT DEP.	WITH DEP.
0-10	243.00	303.90
0-9	243.00	303.90
0-8	243.00	303.90
0-7	243.00	303.90
0-6	223.50	272.70
0-5	209.10	252.00
0-4	188.70	227.40
0-3	167.10	206.40
0-2	146.40	185.40
0-1	114.90	149.40
W-4	182.10	219.30
W-3	164.10	202.20
W-2	144.60	183.30
W-1	130.80	169.80
E-9	138.00	194.40
E-8	128.70	181.80
E-7	110.40	170.40
E-6	101.10	158.40
E-5	97.80	146.40
E-4	86.10	128.10
E-3	76.20	110.70
E-2	67.50	110.70
E-1	63.30	110.70

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